

CENTRAL INTELLIGENCE AGENCY
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THIS IS UNEVALUATED INFORMATION

1. The 10 Dec 52 issue of Vechernaya Moskva carries an interview with Kurochkin, Deputy Minister of the USSR Railway Ministry on the topic: "Railway Transport in the New Five-Year Plan." This article contains data on railway transport in the Soviet Union, of which the following are the most important: Toward the end of the five-year period, railway transport freight turnover must increase 35-40% in comparison with 1950. Knowing that the actual freight turnover in 1950 was 601 billion-ton-kilometers against a planned 532 billion, we establish that the freight turnover in 1955 will be 811-841 billion-ton-kilometers. The 1952 figure will be approximately 740 billion-ton-kilometers.
2. By 1955, railway car turnabout time must be reduced by 18%, while average 24-hour mileage of locomotives must increase 12% over the 1950 figure. The 1950 average turnabout time was seven days, therefore it must be reduced to 5.8 - 5.9 days by 1950. Average 24-hour mileage of locomotives was about 280-295 kilometers and this figure must be increased to 312-320 kilometers by 1955.
3. It is planned to bring into use 60% more secondary railway lines in 1955 than in the previous five-year period, which will comprise approximately 20 thousand kilometers, since it is known that 12,500 kilometers of secondary railway line were supposed to be constructed in the fourth five-year period.
4. The Fifth Five-Year Plan provided that 2.5 more railways were to be built and put into use than during the Fourth Five-Year Plan. We know that the figures on railway construction during the Fourth Five-Year Plan were 7.2 thousand kilometers, therefore 18 thousand is the amount of railroad to be complete by 1955.

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5. During the Fifth Five-Year Plan, the following projects will also be completed:
- (a) Complete construction on the South Siberian Main Line on the sections between Abakan and Akmolinsk;
 - (b) Complete construction on the Chardzhou (39.03 N; 63.36 E) -- Kungrad (43.06 N; 58.54 E) Line;
 - (c) Launch construction of the Chardzhou-Makat (47.40 N; 53.14 E) Line.
6. The South Siberian Main Line will insure augmented communications between Siberia and the Urals and European USSR. This will open a direct route to the Kuznets coking coals for metallurgy of the Southern Urals, will improve transport communications in the Siberia and Kazakhstan region. The Chardzhou-Kungrad line will plan an important part in developing agriculture and industry of Uzbekistan and Kara-Kalpakiya.
7. During the Fifth Five-Year Plan, construction will begin on the following rail-roads:
- (a) Krasnyarsk-Eniseysk;
 - (b) Astrakhan-Gurev;
 - (c) Agryz (56.33N; 53.02E) - Pronino (54.17N; 51.17E) - Surgut
 - (d) In Estonia, Latvia and Lithuania, necessary railway reconstruction works will be carried out.

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9. The interview with the Deputy Minister also brought out the fact that during the Fifth Five-Year Plan there will be a large increase in the amount of trackage at the railway stations which will significantly increase their traffic capacity.
10. During the Fifth Five-Year Plan, four times more railway mileage will be electrified than during the previous plan period. The Fourth Five-Year Plan called for the electrification of 5.3 thousand kilometers of railway, therefore, 21.2 thousand kilometers is the amount of mileage to be electrified in the Fifth Plan period.
11. By the end of the Fifth Five-Year Plan, the track sections to be equipped with automatic block signalling will be increased by 80% in comparison with the Fourth Plan period, and this will comprise 18.7 thousand kilometers of railway.
12. By the end of the fifth five-year period, 50 thousand kilometers of railway lines will be equipped with automatic train stops, which makes 2.5 more than were equipped during the previous plan period.
13. During the Fifth Five-Year Plan work will be begun on equipping rolling stock with roller bearings, which will make it easier to start the trains rolling, increase the life of the axle-box and lower fuel and lubricant consumption.

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